The Fuel Line

FLORIDA CHAPTER

A Quarterly Newsletter Dedicated to the Members of the NCRS Florida Chapter

Chapter Highlights
Chairman's Message
Upcoming Events

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http://www.ncrs.org/
NCRS Florida website
http://www.ncrsfl.org/

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37th Annual Winter Regional Meet survives new venue

See Chairman's Message

Chairman's Message

Ed Augustine

As the dust has now settled and the 37th Regional is in the record books, one can only be happy with the end result. I think we were all a little apprehensive about moving to a new location but we knew the new location could lead to an extremely bright future for the event at its new home.

If the membership only knew how close the event came to a total shutdown they would cringe at the thought. Fortunately when we were challenged with the move, we only gained more resolve to do it because we know what this event means to NCRS and to the Corvette Community as a whole.

The core group of volunteers who are consistently on the front row namely Tyler Townsley, Skip Renganeschi, Joel & Ruth Stieglitz, Laureen Ramsey, Bill Herron, Ken Kaiser, John Bucheister, Ed Nieves, Terry McManmon, Paul Schwack, Roger Lester, Mickey Oliver, Glen Duff, Merrill Schrimscher, Wayne Sansom, Tom Blount and many others who each year contribute for all the right reasons. I would like to thank all of them along with their spouses who allow us to participate at such a high level for everyone's enjoyment. These individuals have consistently given back much more to the hobby than they will ever receive from it and I thank each of them for their personal efforts and sacrifices in helping with this event.

I can only echo that thank you to the National Board, Mike Ingham, Mike Sams, Dave Brigham and many others that had the confidence that we would put together another quality event. The help that was given was phenomenal and made our job easier to do knowing they had our backs if needed.

I know I can say this from the Florida folks that we enjoy putting this meet together for everyone's enjoyment and we will as long as it is appreciated and not taken for granted.

I would like to thank the membership and our many vendors for their understanding that this year was a work in progress and we know the issues far better than anyone and we will improve as many as we can. We appreciate all who continue to support the event through registrations as an event like this takes a lot of money to stage and the registration fees are what pays for everyone to enjoy the meet. We had several sponsors who also helped that I would like to mention for their financial help and they are Heacock Insurance, Keene Corvette, Coffman Corvette and Stingray Chevrolet who were all very generous towards our meet.

If I could give a special shout out to John Neas for his 56 Racer and to Rick Workman and Tom Hill for the CERV II displays. If anyone has a car of special interest they would like considered for next year's Sun-N-Fun "Special Collection", please contact me. Another thing that amazed me was the media coverage of the event as we had several Corvette magazines, Cruise News, Cruizin Style and Hemming's. Hopefully they enjoyed the event and will write good things.

If I could now leave the Regional event and talk about some upcoming events that will appear later in the newsletter. The judging school on March 7th is a first time endeavor in South Florida after many years and a good core group of folks are putting this event on, so check it out.

The Crystal River event will be held after that event and hopefully we can do a dry one this year and judge a few cars and have a little fun.

I have heard a lot of talk about the Road Tours to Nationals in Denver and if you get the chance you may want to go on at least one, but I will warn you that they are quite addictive and besides you are not getting any younger. Hopefully, Donna and I can go but we may have to sit on the porch due to work conflict for me.

Thanks again to Ed Nieves for the newsletter and the Facebook contributions.

Dream, Drive, Live…….

Ed Augustine

As a feature in our newsletter we are going to have four informative articles regarding collector car insurance presented by Heacock Insurance, who was a sponsor for our Regional meet in January. We have found them to be a very reputable company and good sponsor.

DON'T PAY TOO MUCH FOR INSURANCE

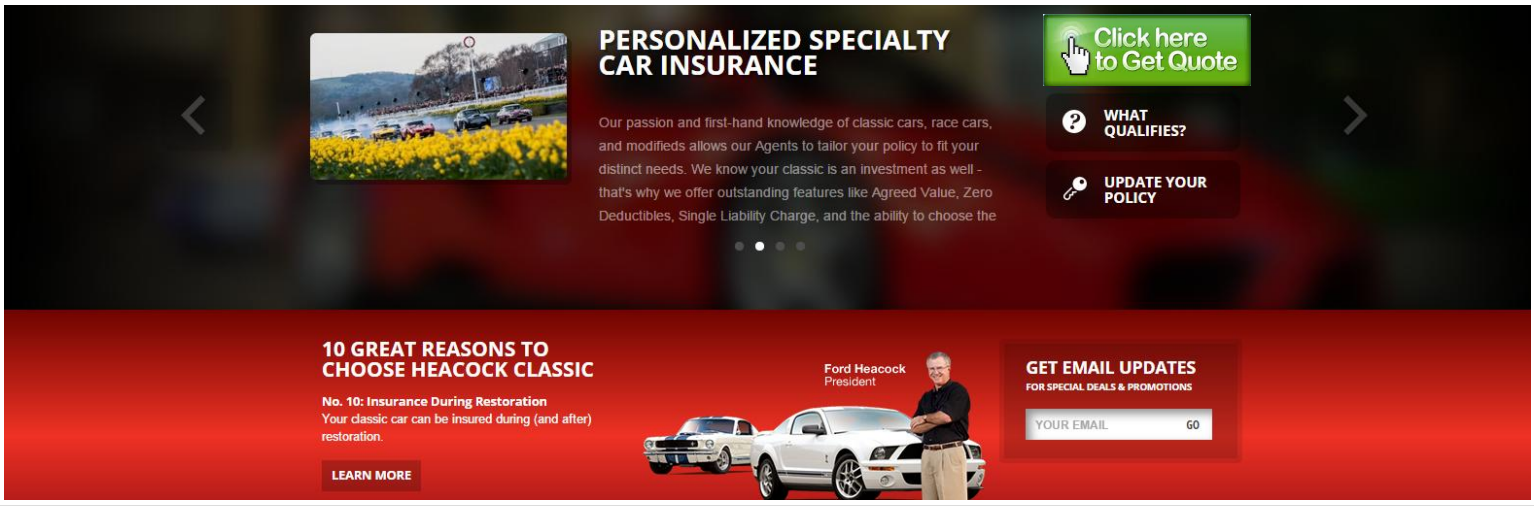
What if you could buy health insurance in a group plan that was designed specifically for exceptionally healthy low-risk people – like the Olympic track team? You'd expect some restrictions – sorry, no fast food, and yes, plenty of healthy exercise – but you'd also expect a favorable rate, because as a group, your risk levels are about as low as humanly possible.

What if you could buy specialty car insurance in the same fashion? Well, you can, because buying collector car insurance from a specialty agency like Heacock Classic Insurance is like joining an elite club of like-minded enthusiasts. This is a club where all the members have significant vehicles that are safely stored indoors and are used in a manner that maintains their intrinsic value. Every single member has other "Daily Use" vehicles to back up their classics, and their households all have solid driving records throughout. Not a bad profile for an insurance club. Pretty good odds like that can mean real savings on your insurance bill. With Heacock Classic Insurance, many of our clients can save up to 40% over what they would pay for everyday car insurance.

Does your collector vehicle reside in only the finest secure accommodations (your garage), get fed the finest nutrition (synthetic oil), use only the finest beauty products (wax), and only is allowed outside on sunny days? That's what Heacock Classic calls living the "Collector Car Lifestyle", and if this sounds like your garage, you can save some real dough by giving them a call. Heacock's program is designed for classic as well as modern Corvettes, modified cars, drivers, projects, and even racecars, as long as they are treated to the "Collector Car Lifestyle."

Not only is a Heacock Classic policy less expensive, it also guarantees the value of your car in writing, and allows you to repair it at the shop of your choice.

Call us at (877) 809-7898 or visit www.heacockclassic.com for full details.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Sun-n-Fun Moments

Photos by Ed Nieves

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Florida Chapter Spring Meet at Crystal River at the beautiful Plantation on the Crystal River, Crystal River, Florida.

May 16th, 2015

For information and Registration, contact John Buchheister at (410) 456-4256

Editor's Notes

Ed Nieves
Fuel Line Editor

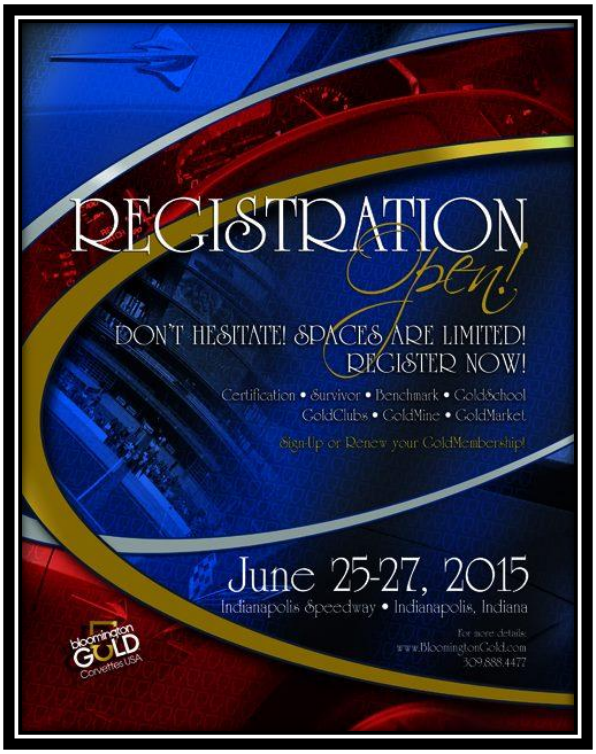
I can't believe that we are already past our Regional event. As your editor, this is my 8th issue of the Fuel Line and I must admit that I'm still getting excited about highlighting our chapter events and sharing any information that can benefit the membership. I attended our Winter Regional Meet and I was impressed with the overall site and event. It's a real treat to have the cars judged indoors and the people at the airport were very helpful. The judging schools were all well attended and the topics were very informative. Yes, the hotel situation is different from what we were used to, but driving 10 miles or so to a hotel was not a problem for me. I had an opportunity to take many photos and I posted as many as possible in this issue. Special thanks to Alan Foster and Ann and Steve Torp for contributing photos for the Fuel Line.

My hat goes off to all the volunteers that made our regional event possible. An event of this size is a huge undertaking and we should all thank Ed Augustine, Tyler and the rest of the chapter volunteers. They did a wonderful job!

Soon our NCRS National Meet will be here and I encourage our Florida members to attend. If any of you have not attended a National, it's a great venue to meet many nice people from all over our great country. Unfortunately, I won't be able to attend this year. I'm saving myself for Bloomington Gold. I have never attended one of their meets, so I have decided to take my 1995 and have it judged, while I enjoy the event as well. I'm attaching a flyer to the event in my message in the event anyone is interested, just click on it and it will take you to their announcement page.

In closing, please continue to send me articles of your Corvettes and restoration tips. I know many of you have some great experiences that others would find very interesting. Please send pictures and articles to my e-mail at nieves_1@bellsouth.net. Also, don't forget about our chapter Facebook page. We already have more than 250 likes and activity has been picking up substantially.

Stay Safe and thank you for your support.



Click for More Information

Florida Chapter

NCRS Pre-Flight Judging School

Please join us for the opportunity to Pre Flight a Midyear Corvette in Southeast Florida.

This is a chance to meet with Master Judges and review a typical judging category on a Midyear.

This event will be held at the Fort Lauderdale Antique Car Museum in the historic Fort Lauderdale area. Lunch is available nearby.

Register through email to:ncrs1966@gmail.com (SteveTorp#37079) Please include your NCRS membership number. No prepayment is necessary. Entry fee to the museum is to be paid upon arrival.

Ft. Lauderdale Antique Car MUSEUM

Conveniently located 2 blocks north of 17th Street, on the west side of SW 1st Ave.

Saturday, March7th, 2015

10:00 AM registration 'till 1:00 PM

Location: Ft. Lauderdale Antique Car Museum 1527 S.W. 1st Avenue, Ft. Lauderdale

Group rate entry fee to museum $5.00 at registration. Discounted to all attendees

http://www.antiquecarmuseum.net

C4 EXHAUST SYSTEM RECONDITIONING

By Paul Schwack
NCRS #59307

Photos Courtesy of Author

Several years ago my wife and I retired and moved from Long Island, New York to sunny Lecanto, Florida. Just prior to the move we sold our Porsche. I was a Porschephyle for 25 years. Life in Florida is great but I was missing one thing, a collector car. Eventually, I found an open wheel hot rod that needed completing. It looked like a good project for me, so I bought it.

It didn't take long after I got the hot rod on the road to discover that an open wheel car in Florida limits the days you can use it in the summer due to liquid sunshine several afternoons a week. It takes about 15 minutes of rain to wash away a week's worth of detailing. We decided to look for a second collector car to use on the days with an iffy weather forecast. We found a nice high mileage 1996 Corvette Collector Edition coupe in very good condition and we bought it

While I worked on finishing the hot rod, we joined a collector car club in the area where we lived. Several members of the Cruiser Club were Corvette owners and longtime members of NCRS. Two are 400 level (one Red Hat), several are 200 level and a few are 100 level Master Judges. I decided to attend a Florida Chapter Flight Judging event in Howie-in-The Hills that they were scheduled to be judges, to see what NCRS was all about.

I was immediately impressed with the event and the people that I met. A few weeks later I joined NCRS. My first event as a member was the Winter Regional in Old Town, Kissimmee. I entered my C4 as a Sportsman entry and earned a few judging points.

Several of my NCRS friends have a Founders Award. It seemed to be something that I could achieve with a high mileage Corvette. So, in addition to working toward a Sportsman trophy, I put the Founders Award on my task list. This means that I will have to have the car Flight Judged and achieve at least a 3rd Flight.

The previous owner of my car added a few aftermarket items to the car. Although they look and sound great, they will get large points deduction; Chrome C5 Z06 wheels and a Magnaflow exhaust system. The first thing I decided to change is the exhaust system. After calling several Corvette recyclers I located what I was looking for. This system had just the right manufacture date for my car.

Here are the steps that I took to re-condition this exhaust:

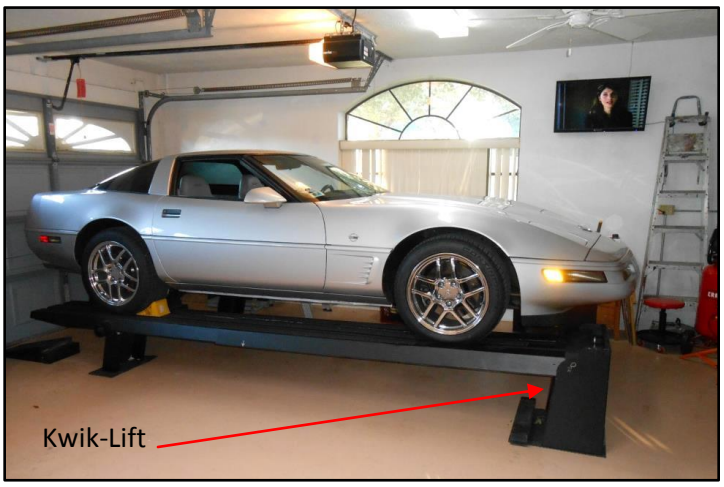
This is what the stock cat back exhaust system looked like when I got it. It just so happened that the owner of the Salvage yard's father was visiting him from Florida. He delivered the exhaust to me when he drove his father home. So, I didn't have to pay any shipping charges.

The catalytic converters were the correct part number and date so all I needed was the cat back system. The first thing I did was sand down the exhaust tips and the painted portion of the mufflers.

The next thing was to prime the sanded areas. I left the un-painted portion on the top of the mufflers unpainted as they came from the factory.

I went on the NCRS Forum to see if I could get a recommendation for the correct paint to use to finish the tips and mufflers. I received a lot of helpful replies and decided to use high temperature, satin VHT Roll Bar & Chassis paint, available in rattle cans, for the exterior painted sections and a pint of semi-gloss POR 15 with foam brushes for the inside of the tips. This combination seemed to be the best match to the factory finish.

After a few coats of paint, the system was ready to install on the car. My Kwik-Lift made it an easy project.



I used my small transmission jack to remove the Magnaflow system and install the re-conditioned system. It was a one man process with this jack. With the aid of the jack, the swap took about half a day to complete. There are only about a dozen bolts that connect the system. Pre-soaked with PB Blaster, they came loose fairly easy. The most difficult part was disconnecting the oxygen sensor. There isn't a lot of room to get your hands in to disconnect the wiring plug. The Factory Service Manual lists the correct torque settings to tighten the bolts.

This is what the finished system looks like from the rear of the car. I have saved up to 67 points on the judging sheets by doing this project!

Paul Schwack is preparing his car for Flight judging. It will be judged at the Florida Chapter Spring Meet.

Additional corrections have been done to the car such as:

Original rotors being placed back, original water pump, original plug wires and original wheels were all reinstalled. A comprehensive detailing of the car is being done as well. Come to our chapter spring meet and witness the end result of Paul's journey to his Top Flight endeavor and support your fellow members.

The Long and Winding Road

By Robert Lopez
NCRS #14698

The story of my Riverside Gold 1969 Corvette convertible is filled with several highs and lows. During the summer of 1989 I was on top of the world enjoying my '67, 427/390 Corvette roadster, when I received a call from the same Ft. Lauderdale, Florida Corvette dealer that sold me the '67 a year before. Apparently, they wanted to buy it back because the dealer had a foreign buyer who was keen on a big block '67. Offering twice what I paid for it just 12 months prior, I could not resist. We agreed on a price, which included a significant amount of cash, receipt of a 1969 four speed 427/390 maroon Corvette convertible and several parts for the '69. The '69 appealed to me due to the factory side pipes and the numerous other options.

Besides having the original L36 optional 427/390 engine, the '69 was well appointed with C60 air conditioning, J50 P/B, M20 4-speed, N14 side exhaust, N40 P/S, PT7 white line tires, U79 AM/FM radio and as I later discovered from the tank sticker, it came with the "love them or hate them" P02 deluxe wheel covers. I personally like the look of the P02 wheel covers, but their weight and ease of damage is always a concern. I would imagine that if one of those P02 covers were to come off at speed, it would demolish a small KIA.

Based on the trim tag, the '69 was originally a Riverside Gold, standard black interior unit built on January 23, 1969 (F23).

Upon lowering the gas tank and carefully removing the tank sticker, all of the aforementioned options for assembly line Job #450 were confirmed. Similar to what I had previously done back in 1987 for my other 1969 Corvette convertible (a Tuxedo Black, red leather, white top 427ci/400hp with factory air conditioning), I sent a letter to the Tallahassee DMV requesting any and all documentation relating to my new acquisition.

A month later, I received a package with a copy of the Manufacturer's Statement of Origin identifying Jim Rathmann Chevrolet in Melbourne, Florida (famous for providing the NASA Astronauts with Corvettes) as the selling dealer as well as copies of all the titles, transfers and registration. After piecing together the information, I discovered that Ken Surrett was the original owner, but gave the Corvette to his soon to be ex-wife and second owner, Sara Surrett. The divorce was friendly and she kept the Corvette, but inexplicably she decided, at some point in her 13 year ownership, to paint the Corvette white and change the black soft top to white. Apparently she was going for the "Good Humor Ice Cream" look (Ken gave me a picture to prove this).

The car was then sold to Charles Sweeney, the third owner, who in turn sold it to Rocco Marchegiano Jr. (son of boxing legend Rocky Marciano), the fourth owner. Marchegiano Jr. traded in the '69 to the aforementioned Ft.Lauderdale

From Center: Robert and his wife display their Top Flight ribbon for the 69.

Corvette dealer at which point I became the fifth owner. Sadly, as many of us have discovered, the ability to acquire this historical ownership information has become much more difficult due to the increased privacy laws.

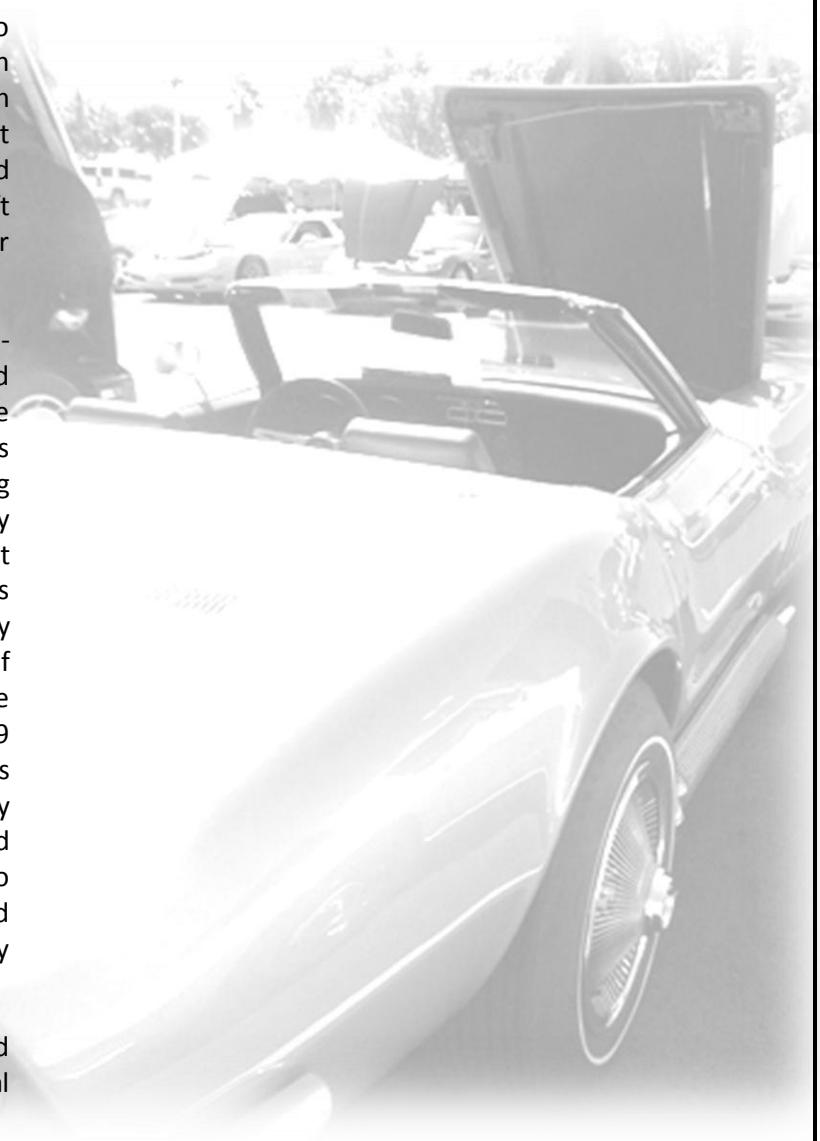
The ’69 was enjoyed for several years, during which time the interior and engine compartment were cleaned and detailed. However, the maroon paint was showing signs of age and cracking, thus the decision was made to strip and paint the car back to its original Riverside Gold. In 2000 the car was given to a friend, whom we’ll call “Bob” for lack of a more descriptive name, with a good reputation and talent for painting Corvettes. Bob owned a paint and body shop in Hollywood, Florida, but as fate would have it, Bob sold the building and business and moved to a small town near Ocala, Florida. He agreed to take the car with him and finish the work once he and his family were settled. During the years, my many conversations regarding the completion of the paint work were frustrating and futile. Evidently, Bob never established the paint and body business, instead he decided to focus on buying and flipping homes. Well, we all know what happened in the real estate market and in 2011 Bob called me to tell me he was losing his home and that I should come get my car. I arrived a couple of weeks later to retrieve my Corvette, only to find out that it had been stored in a metal shipping container for several years. Upon removing the car from the container and seeing the vast amount of deterioration, a flood of emotions overwhelmed me. I couldn’t believe this was the same car, which now left me with the difficult choice of either selling the car for parts or performing a full restoration.

The paint appeared to have been removed with a jack-hammer with little else done. All the metal surfaces had some degree of rust and a family of rats had set up house under the radio as well as inside the frame’s center cross member and chewed through the original seat belts, wiring and A/C vacuum harness. To say that the car had badly deteriorated was an understatement. The car was brought home to Miami and a complete restoration was commenced in June, 2012, with the correct one-year-only Riverside Gold color sourced with the invaluable help of NCRS member John Ballard. For 6 months leading up to the final paint application and with the invaluable 1968-1969 NCRS Technical Information Manual & Judging Guide as well as the Assembly Manual in hand, I would complete my normal banking workdays that started at 7 a.m. and would bring a change of clothes, eat dinner at my friend's auto shop, work on the car sometimes until 2 a.m., then spend another 20 minutes scrubbing the grime off my hands, only to get up in a few hours and do it all again.

During this time and with the ownership history in hand coupled with the internet, I was able to locate the original owner, Ken Surrett, still living near Melbourne, Florida.

The initial phone message left for Ken was, if he was the gentleman that purchased this particular Corvette from Jim Rathmann Chevrolet, to please contact me to confirm if he was in fact the original owner. The next day, I received a call from Ken who was thrilled and overjoyed to hear that his 1969 Riverside Gold Corvette was alive and being restored to its original condition.

During our many conversations, Ken also mentioned that one day in early 1963, while walking through the Jim Rathmann service area, he saw the new 1963 Corvette Sting Ray. It was a Silver Blue, fuel injected convertible that was being returned to the dealer. Ken immediately knew he had to have it. As it turns out, that particular ’63 Sting Ray that was being serviced belonged to Gordon Cooper, one of the 7 original Mercury Astronauts, whom Ken met while admiring the Corvette. After a brief conversation and introduction to the Jim Rathmann sales person, Ken left the dealership as the second owner of “Gordo” Cooper’s ’63 fuelie Corvette Ken gave me a picture of himself with the ’63 and he has been pleading with his ex-wife to try and find the original paperwork for that Corvette.



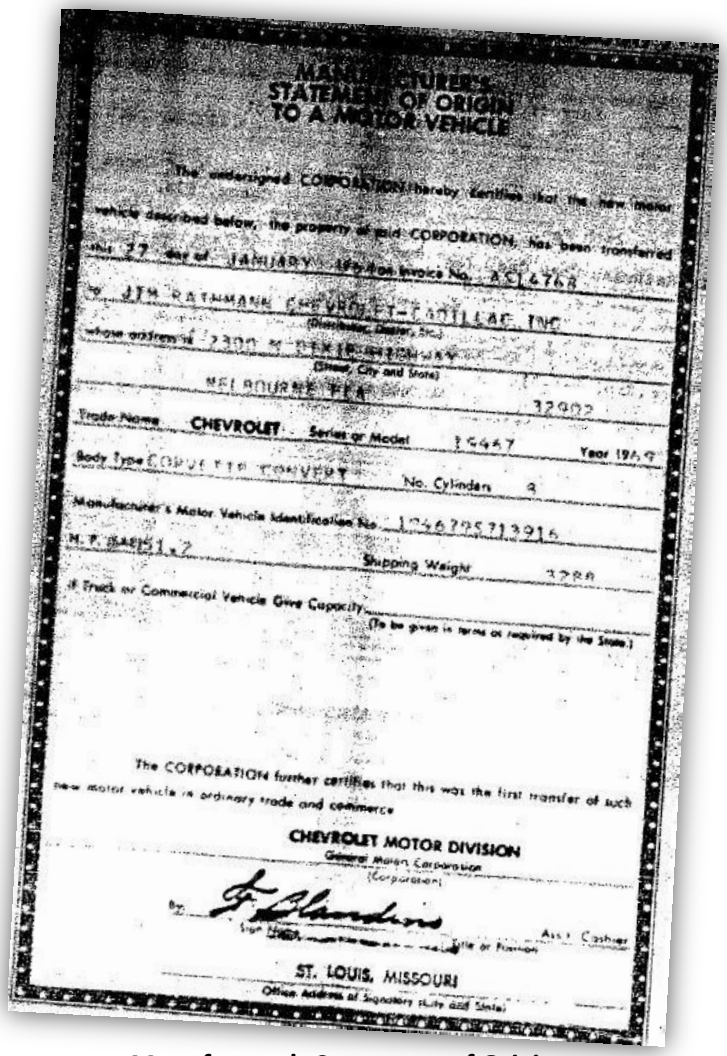
Possibly someone out there who owns this ’63 and doesn’t know its history may get a surprise someday, but that’s another story.

Ken provided several pictures of the Riverside Gold Corvette from 1969 and told me that when he went to Jim Rathmann Chevrolet in November, 1968, he didn’t want to purchase a Corvette from the dealer’s current inventory. Instead, he insisted on ordering the Corvette with the specific color and options he desired. Ken unquestionably ordered “The Right Stuff” and took delivery of his new Corvette in late February, 1969.

The restoration was completed in November, 2013, and just in time for the 2014 Winter Regional in Kissimmee. The car received a “Top Flight” (98%) award right out of the box at Kissimmee. The next step was “Performance Verification” and for the months following the Kissimmee Regional, the car was prepared to take on the arduous task of “Performing as Designed”. During this process, one thought kept entering my mind over and over again; I would really like to meet the GM engineer(s) that dreamed up and designed all of those interesting gadgets for the early C3s like fiber optics, headlight washers and all those wonderful vacuum operated gizmos. Nonetheless, the ‘69 was presented for and achieved the NCRS Performance Verification award at the 2015 Winter Regional in Lakeland, Florida and passed. Accordingly, a NCRS National Convention appears to be in our future.

The Lakeland event had one other unique aspect as Ken was able to attend and was reunited with the 1969 Corvette Convertible that he ordered from Jim Rathmann Chevrolet after some 45 years. Ken was delighted and obviously thrilled and emotional at seeing his “Golden Princess” again. I can’t describe the pleasure I felt to see Ken sit in the driver’s seat once more and share in his memories. This is a treasured memory that I will never forget.

Photo by MICHAEL WILSON- LEDGER



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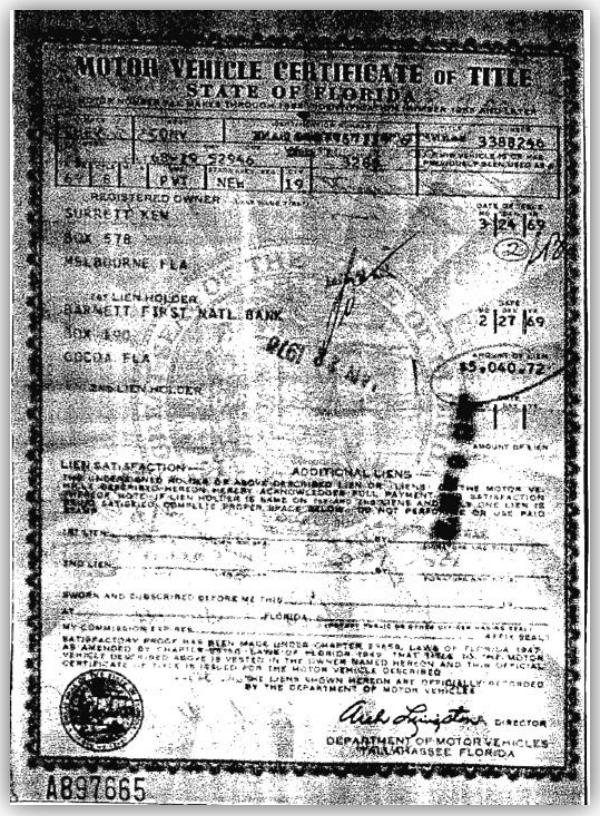

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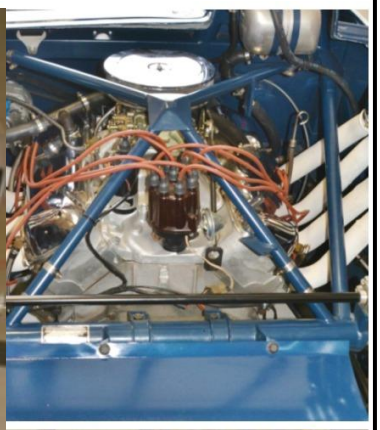
Sun-n-Fun

Moments

Vinnie Peters gets ready to take off for his aerial photos for the NCRS Restorer magazine.

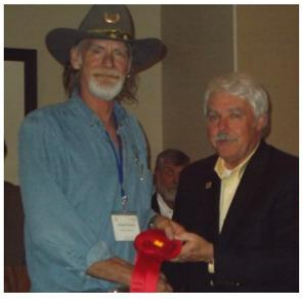


Photos by Alan Foster

Great displays at the Sun-n-Fun!

Regional Awards 2015

Photos by Ed Nieves



Regional Report

By Joel Stieglitz
Florida Chapter Co-Chief Judge

Andre Baritelle	Flight Judging (Second Flight)
Barry Bracken	Flight Judging (Third Flight)
Bob Puls	Performance Verification
Brady Como	Performance Verification (PASS)
Bruce Maser	Flight Judging (Top Flight)
Bruce Maser	Bowtie Sign-off (Interior)
Dan Kirkconnell	Flight Judging (Top Flight)
David Lefeaux	Performance Verification
David Vance	Crossed Flags Display
Donald Ghareeb	Performance Verification
Donald Ghareeb	Performance Verification
Donald Klumpp	Flight Judging (Top Flight)
Donald Warmuth	Regional Founders Operations **(PASS)**
Douglas Kenny	Flight Judging (Top Flight)
Eduardo Padron	Flight Judging (Top Flight)
Frank Berris	Flight Judging (Top Flight)
Castrovillo	Flight Judging (Top Flight)
Howard Heinsohn	Flight Judging (Top Flight)
Jack Barnett	Flight Judging (Top Flight)
Jack Ross	Performance Verification
Jack Ross	Flight Judging (Top Flight)
James Anderson	Flight Judging (Top Flight)
James Anderson	Flight Judging (Top Flight)
Jerry Trachtman	Performance Verification (PASS)
Jim White	Flight Judging (Second Flight)
John Ammons	Performance Verification (PASS)
John Bogatay	Flight Judging (Top Flight)
John Gammel	Flight Judging (Second Flight)
John Neas	American Heritage Display
Jonathan Fuss	Flight Judging (Second Flight)
Joseph Wick	Flight Judging (Top Flight)
Kirk Brooks	Performance Verification
Leif Gunderson	Flight Judging (Top Flight)
Lynn Libby	Flight Judging (Top Flight)
Maurice Hebert	Flight Judging (Top Flight)
Mel Mann	Flight Judging (Top Flight)
Michael Burkhold	Flight Judging (Top Flight)
Michael Harling	Flight Judging (Top Flight)
Michael Risko	Flight Judging (Second Flight)
Miguel Ramos	Flight Judging (Second Flight)
Paul Manobianco	Performance Verification (PASS)
Philip Korsant	Flight Judging (Top Flight)
Ralph Amitrano	Flight Judging (Top Flight)
Rich Haydinger	Flight Judging (Top Flight)
Rick Race	Flight Judging (Top Flight)
Robert Lopez	Performance Verification (PASS)
Russ Beyer	Flight Judging (Top Flight)
Seth Holloway	Flight Judging (Top Flight)
Stephen Bahn	Flight Judging (Top Flight)
Steve Howard	Flight Judging (Second Flight)
Steve Hurley	Flight Judging (Second Flight)
Tom DeBold	Flight Judging (Top Flight)
Tom Marcucci	Flight Judging (Second Flight)
Tommy Loftin	Flight Judging (Top Flight)
Tyler Townsley	American Heritage Display

Congratulations to all the participants and a special thank you to all our volunteers.

Rear Carpet Resuscitation

By Ken Peindl

Photos Courtesy of Author

As most of you already know the rear carpets in our C4s take quite a beating from the sun and heat. My 1990 spent its early years in the southwest part of the country which really cooks the carpet. Although the carpet pile was still in decent shape, the rubber backing was warped and cracked and it had been some time since the carpet was cleaned.

Not wanting to spend the money for new carpet at this time, I came up with this solution: Using a heat gun, a couple of boards, a few heavy containers and a hard surface, I was able to remold the rubber backing of the carpets.

My advice is to work with small areas at a time and heat the rubber backing just enough that it is soft to the touch. It should also have a little tacky feel. Keep the heat gun moving always so as not to burn through to the carpet, and most importantly, TAKE YOUR TIME.

Here are the tools I used.

Not the most high tech equipment, but got the job done!

The left side panel before.

Heating rubber backing and applying pressure until cool.

The left side panel after reworking the rubber backing and cleaning the carpet.

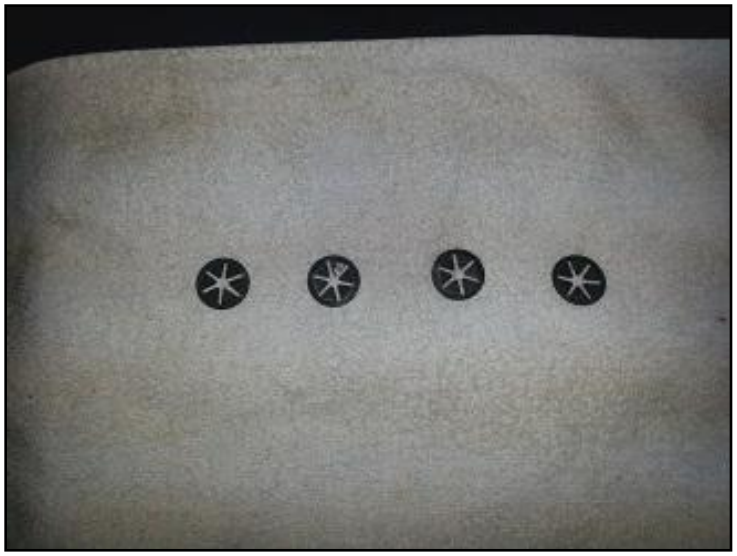
While I had the carpet out I went ahead and added some sound insulation.

Laid down the insulation and applied a little heat with my small heater to help it settle down.

It is interesting to see just how much the carpet shrunk in the rear. It should be at least another 3 inches longer.

I then fabricated a trim panel to cover the carpet out of aluminum siding to address the issue.

I then used the post and push retainers that originally held the carpet to hold the trim panel in place.



And here is the finished product!

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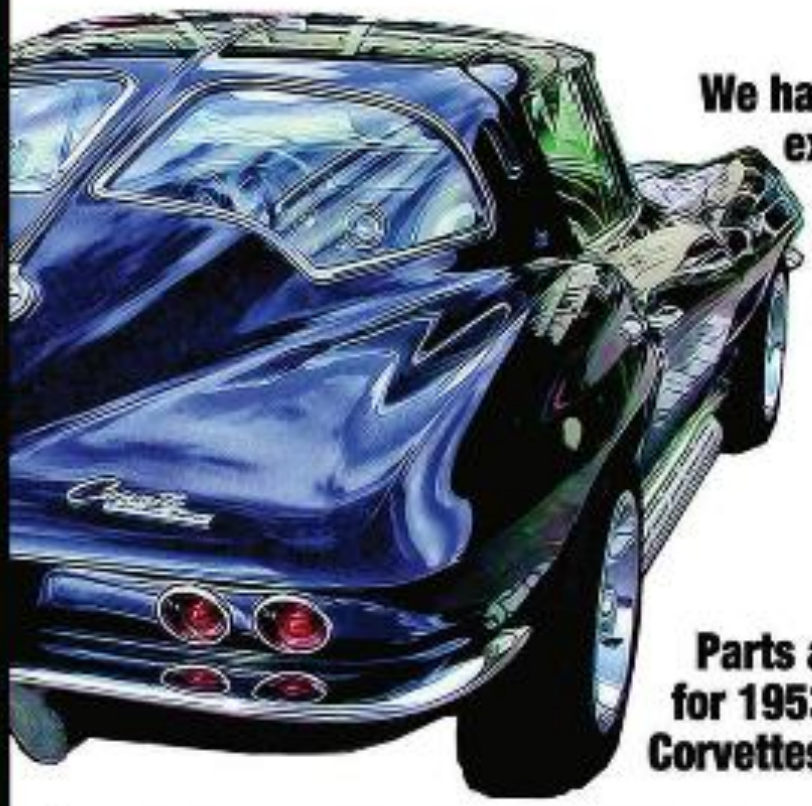

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